

SEC. 230. UNIVERSAL ELECTRONIC VEHICLE IDENTIFIER.

Not later than 2 years after the date of enactment of this Act, the Secretary shall issue a final motor vehicle safety standard that requires a commercial motor vehicle manufactured after the effective date of such standard to be equipped with a universal electronic vehicle identifier that provides a single point of data, such as the Vehicle Identification Number, that—

- (1) identifies the vehicle for compliance, inspection, or enforcement purposes;
- (2) does not transmit personally identifiable information regarding operators; and
- (3) does not create an undue cost burden for operators and carriers.

SA 2312. Mr. COONS (for himself, Ms. MURKOWSKI, and Mr. MENENDEZ) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 2683, line 20, strike “\$10,250,000,000” and insert “\$11,500,000,000”.

On page 2683, line 21, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2683, line 23, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2683, line 25, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 1, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 3, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 24, strike “and”.

On page 2685, line 4, strike the colon and insert “; and”.

On page 2685, between lines 4 and 5, insert the following:

(4) \$1,250,000,000 shall be to carry out passenger ferry grants under section 5307(h) of title 49, United States Code:

SA 2313. Mr. PADILLA (for himself and Mr. MORAN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division I, insert the following:

SEC. ____ ADVANCED AIR MOBILITY PLANNING GRANT PROGRAM.**(a) GRANTS.—**

(1) **IN GENERAL.**—The Secretary is authorized to establish a program under which the Secretary awards planning grants to eligible entities to develop a comprehensive plan for the infrastructure that may be necessary to integrate advanced air mobility solutions into the National Airspace System.

(2) **PRIORITY.**—In awarding grants under this section, the Secretary shall give priority to grant applications where an eligible entity partners with at least one other—

(A) transit agency, port authority, airport sponsor, or metropolitan planning organization;

(B) political subdivision of State, local, or Tribal governments in its region or geographic area; or

(C) not-for-profit research institution or institution of higher education with relevant experience working with industry on new technology and commercialization.

(3) **MINIMUM ALLOCATION TO RURAL AREAS.**—The Secretary shall ensure that at least 20 percent of amounts made available under subsection (c) are used to award grants to eligible entities located in a rural area.

(4) REQUIRED REPORT.—

(A) **IN GENERAL.**—Not later than 1 year after an eligible entity is awarded a grant under this section, the eligible entity shall submit to the Secretary and the Administrator a report that includes—

(i) recommendations for methods to ensure that advanced air mobility equitably connects users to existing transportation infrastructure, including multi-modal transportation centers, without compromising safety and efficiency of other facilities and airspace users;

(ii) a description of potential takeoff and landing locations at existing airports and heliports for low-, medium-, and high-volume operations;

(iii) a description of potential takeoff and landing locations at new vertiports for low-, medium-, and high-volume operations;

(iv) a plan for electric charging and other fueling infrastructure;

(v) a plan for community engagement, including consideration of the noise impact on communities;

(vi) recommendations for any zoning and permitting changes that would be necessary to implement advanced air mobility;

(vii) recommendations for any regional or national infrastructure improvements that may be necessary to enable advanced air mobility; and

(viii) other items determined appropriate by the Secretary.

(B) **PUBLIC AVAILABILITY OF REPORT.**—Each report submitted under subparagraph (A) shall be made available on a public internet website managed by the Administrator.

(b) DEFINITIONS.—In this section:

(1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the Federal Aviation Administration.

(2) **ADVANCED AIR MOBILITY.**—The term “advanced air mobility” means an air transportation system that moves people and cargo between places using innovative aircraft designs (such as vertical take-off and landing (VTOL) and new technologies (such as electric or hybrid (fuel and electric) driven propulsion), which are integrated into existing airspace operation as well as operated in local, regional, interregional, rural, and urban environment, and which may include remotely piloted or autonomous aircraft.

(3) **ADVANCED PROPULSION.**—The term “advanced propulsion” means powered by electric, hydrogen, hybrid technology, or other propulsion technology, as defined by the Secretary.

(4) **ELIGIBLE ENTITY.**—The term “eligible entity” means—

(A) a State;

(B) a unit of local government;

(C) a metropolitan planning organization;

(D) a Tribal government;

(E) a political subdivision of a State or local government;

(F) a special purpose district or a public authority with a transportation function, including airport sponsors and port authorities; and

(G) a group of entities described in subparagraphs (A) through (F).

(5) **HIGH-VOLUME OPERATIONS.**—The term “high-volume operations” means more than 1,000 simultaneous advanced air mobility op-

erations taking place in the relevant region or jurisdiction.

(6) **LOW-VOLUME OPERATIONS.**—The term “low-volume operations” means under 100 simultaneous advanced air mobility operations taking place in the relevant region or jurisdiction.

(7) **MEDIUM-VOLUME OPERATIONS.**—The term “medium-volume operations” means more than 100, but less than 1,000, simultaneous advanced air mobility operations taking place in the relevant region or jurisdiction.

(8) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(9) **VERTIPORT.**—The term “vertiport” means a landing and takeoff site that supports advanced air mobility operations.

(c) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to the Administrator to carry out this section \$12,500,000 for each of fiscal years 2022 and 2023.

SA 2314. Mr. PADILLA (for himself, Mr. BOOKER, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 126, strike line 17 and all that follows through page 127, line 3, and insert the following:

a national ambient air quality standard;

“(1) if the project is on a marine highway corridor, connector, or crossing designated by the Secretary under section 55601(c) of title 46 (including an inland waterway corridor, connector, or crossing) that—

“(A) is functionally connected to the Federal-aid highway system; and

“(B) the Secretary determines is likely to contribute to the attainment or maintenance of a national ambient air quality standard; or

“(12) the project or program of projects involves the deployment of hyperlocal air quality mobile monitoring systems primarily to monitor transportation-related emissions.”;

On page 130, strike lines 12 and 13 and insert the following

“(ii) an urbanized area with a population of 200,000 or fewer.

“(n) **DEFINITION OF HYPERLOCAL AIR QUALITY MOBILE MONITORING SYSTEM.**—In this section, the term ‘hyperlocal air quality mobile monitoring system’ means a method of monitoring and mapping ambient air quality and greenhouse gases and detecting the presence of pollutants using mobile vehicles that—

“(1) yields frequently repeated, ongoing measurements of pollutants and greenhouse gases at a block-level of resolution; and

“(2) identifies hotspots of persistent elevated levels of pollutants and greenhouse gases.”.

SA 2315. Mr. PADILLA (for himself and Mr. CORNYN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and